

CONTROL LONDON TRADE.

MORGAN'S COMBINED STEAMSHIP LINES WILL VIRTUALLY DO THIS.

President Baker of the Atlantic Transport Company, Just Back From England, Has Something to Say About the Great Project—To Moderate English Boats Part of the Plan.

It may be safely inferred that there soon will be an amalgamation of the Leyland line of steamships, purchased by J. Pierpont Morgan, and the Atlantic Transport line, comprising some of the biggest passenger and cargo carriers afloat. President Baker of the Atlantic Transport Company, just back from England, has something to say about the great project—to moderate English boats part of the plan.

Mr. Baker smiled blandly and invited more questions. He got them, and dwelt with the cleverness of a financier. He said, however, when pressed a little:

"If the Leyland and Atlantic Transport lines were merged, and I do not say that they are, they would do practically all the carrying trade in passengers and freight to London."

They land at the London docks from American ports about 10,000 tons a week, or putting it roughly, 5,000,000 tons a year. To handle this freight at an American dock costs about 25 cents a ton. By the antiquated methods they have in London it costs nearly three times as much.

"I have plans here in my desk made by engineers whom I took to London with me for the construction of new docks over there by which we can load and discharge cargo at one-third of the present cost. The docks will have to be practically rebuilt at a cost of perhaps \$2,000,000. If, after the reconstruction of the docks, the Leyland and Atlantic Transport lines should combine, they would be able to pay a large percentage on the investment simply through the saving of money spent in discharging and loading freight."

Of course we would have to employ laboring machinery, and this is not the case here. The English labor unions will not let their employers do this in London. The primitive way they discharge freight has been considered by British themselves. They would like to transfer it to a barge, then transfer it to another barge for delivery.

Mr. Baker said that there was trepidation in English shipping and mercantile circles over the encroachments of German enterprise. The situation in England was gloomy, and capitalists and manufacturers felt blue. They were just beginning to wake up to the fact that the Tonian was after them, and making gigantic strides in the shipping business.

They looked on the United States as an indirect sort of competition, but feared Germany's direct competition and the ramifications of her commercial fleet.

In response to the inquiry whether he thought that Mr. Morgan intended to buy other lines than the Leyland, Mr. Baker said he didn't want to say anything about that, as he didn't know. The tonnage of the Leyland and Atlantic Transport lines was not very large, and that of the Atlantic Transport Line at the end of 1902, Mr. Baker surmised, would be close to 1,000,000 tons. He said, however, that the Atlantic Transport Line in America, 10,000,000 tons, and two more tonnage at London and two more tonnage at New York.

There were also two wineries on the stocks at present, one of which would be delivered in December. Mr. Baker said he took no stock in the rumor of the merging of the White Star and the Cunard lines. He said that the Atlantic Transport line was not a shipping line, but a business line, and that the probability of the American and Red Star lines being absorbed by the London ocean conference is still a possibility.

Mr. Baker's chief object in returning to America is to attend the wedding of his daughter Margaret to Thomas B. Harrison, of the American Express Company, and to return to his home in England after he will go back to London in the summer.

He remarked that by one who saved a train from almost certain destruction. Mr. Morgan, who saved the train from destruction, was a man of great energy and Western while running about about dusk on Sunday night from almost certain destruction. Engineer Van Dusen was the throttle when a point called "The City" was reached. The train was stopped, and the engine was started. The train was stopped, and the engine was started. The train was stopped, and the engine was started.

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WHITE RATS' ORGANIZER JAILED.

Wouldn't G'wan When Caught Fighting—Rescue Attempted in Jim Corbett's Saloon.

George Fuler Golden, the vaudeville actor who received \$3,000 two weeks ago at a benefit performance in Koster & Bial's as his reward for organizing the White Rats, was locked up last night in the West Thirtieth street police station on a charge of being drunk and disorderly.

Golden and another man were fighting just before midnight in Forty-first street, back of the Delavan House. Policeman Martineau, who was in plain clothes, told them to quit. The other man did not quit and walked away. Golden started to abuse the cop and was arrested. On the way down Broadway Golden was recognized by a lot of small fry theatrical people who tagged on and tried to do something for the prisoner.

By the time the procession reached Corbett's saloon, between Thirty-third and Thirty-fourth streets, there were enough of the actor's friends in line to accomplish something. They pulled Golden away from the cop and pushed him into the saloon, where he was recognized by a lot of small fry theatrical people who tagged on and tried to do something for the prisoner.

"Save Golden from the cops," yelled somebody in the crowd that had jammed through the swinging doors of the saloon. Golden was pushed into the saloon and appeared from somewhere and counselled peace. He was the first to recognize Martineau as a plain-clothes cop of the Twenty-ninth street station. He told Golden that he had better go to the station.

Golden, who had had time to cool off and think things over behind the bar, was being roughly handled by the crowd for daring to arrest the organizer of the White Rats. Golden was pushed into the saloon and appeared from somewhere and counselled peace. He was the first to recognize Martineau as a plain-clothes cop of the Twenty-ninth street station. He told Golden that he had better go to the station.

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SAYS IRISH WOULD REVOLT.

PREMIER SALISBURY HITS ANOTHER BLOW AT HOME RULE.

Thinks a Dublin Government Would Take Advantage of English Difficulties Elsewhere to Strike for Freedom—British Premier Discusses the Lessons of the Boer War.

Special Cable Dispatch to THE SUN. LONDON, May 13.—Prime Minister Salisbury, who has just returned from France, made a speech in London to-night in which he reviewed the benefits which he believed had resulted from the war in South Africa, despite the lamentable sacrifices England had been called upon to make.

One of the greatest of these benefits, he said, was that the display of the latent power of the Empire had dissipated the notion which had spread throughout the world that Great Britain's star had set, and that she would never fight again, and that any adversary only needed to press boldly enough to compel her to yield. Now it was seen that she could copy the brilliant examples of the past. The Empire was undoubtedly safer and the cause of peace more secure. There was now no power in the world but knew that if it defied the might of England it would defy one of the most formidable enemies that might possibly be encountered.

Another benefit was that the war had revealed the existence for a long time of a conspiracy to oust the British from South Africa, which, if it had not been encountered now, would have strengthened and grown more dangerous. The Irish thereby had learned a lesson regarding home rule for Ireland. When they had fought in the past against Irish home rule they had not realized what sort of a fight could be maintained by a hostile government against its sovereign no matter how overwhelming the power of the sovereign.

If the Home Rule bill of 1893 had been passed and an Irish government had been established at Dublin it was not very extravagant to assume, in view of the exhibitions in the House of Commons and elsewhere, that it would have been a hostile government. What, then, would have been Great Britain's position if she had not only to meet the South African republics, but concurrently a hostile Ireland?

There were good reasons before for resisting home rule, but since the South African experience had taught the power and capacity of modern instruments of war, and the knowledge that if it allowed hostile Irish leaders unlimited scope to make warlike preparations they would have, if engaged in war with any other power, also to begin again the task of conquering Ireland.

ANIMAL REVENGE IN SYRIA. Confess That They Killed and Ate Their Twelve-Year-Old Daughter. Special Cable Dispatch to THE SUN. LONDON, May 13.—The Aleppo correspondent of the Daily News reports that the parents of a twelve-year-old girl, residing in the village of Bransberg, southern Syria, were accused of murdering the child and eating her body. The girl had been found dead in a field, and the discovery of remnants of these led to their arrest. When confronted with the evidence of their crime they confessed.

ANNA HELD GIVES UP HER BEAR CUB. Not Received Enthusiastically at the Park Zoo. Special Cable Dispatch to THE SUN. LONDON, May 13.—The Vienna correspondent of the Daily News reports that the parents of a twelve-year-old girl, residing in the village of Bransberg, southern Syria, were accused of murdering the child and eating her body. The girl had been found dead in a field, and the discovery of remnants of these led to their arrest. When confronted with the evidence of their crime they confessed.

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MORGAN BUSY IN LONDON.

At His Office All Day Despite Rumors That He Was Ill.

Special Cable Dispatch to THE SUN. LONDON, May 13.—Mr. J. Pierpont Morgan was busy at his London office throughout the day. He received nobody except those intimately connected with his business.

To all his would-be interviewers he haughtily replied that he had nothing to say. He has not divulged the date of his departure for New York. There is plenty of gossip regarding his intended visit, but there is nothing that can be substantiated. Disquieting rumors about his health, and that he has had a nervous attack, are equally unconfirmable.

The action of the Stock Exchange Committee in regard to Northern Pacific shares, which averted probable disasters, has caused a genuine feeling of relief all round, although it is recognized that the arrangement can only be temporary. Some regret is expressed at the necessity for departing from the principle that contracts must be enforced.

Mr. Morgan's prompt offer to lead Northern Pacific shares free of interest. This action is said to have been the result of a conference on Sunday between the Morgans, Rothschilds and Cassels, at which it was agreed that the Morgans should lend stock at "even" independently of any prospective action by the Stock Exchange Committee.

The financial critics emphasize the necessity for a speedy settlement of the Northern Pacific struggle as possible, inasmuch as the holding of the stock in London and dealing are recognized on the usual scale for sales may be attempted with the inevitable accompaniment of panic.

HELP FOR LONDON STRIKERS. Stock Exchange Suspends the Buying in of Northern Pacific Shares. Special Cable Dispatch to THE SUN. LONDON, May 13.—The Stock Exchange Committee has suspended the buying in of Northern Pacific shares. The committee has decided that those operators interested in United States Steel shares should meet with a view to facilitating the carrying over of the shares named.

The Pull-Motors strike this afternoon says: "There is little doubt that the action of the Stock Exchange committee in suspending the buying in of Northern Pacific shares has averted serious disasters, involving big firms and large sums of money. American financial houses behaved very well, supporting the committee and lending every assistance. The position is now much more hopeful and the street is not touched, but a chimney was fired. Though London prices are still disquieted, the market has now passed through the worst of the trouble. The position has been far more dangerous than most people thought."

ICYCLOPE CARRIED BARN OVER HOUSE. And Filled a Creek With Sand—Trees Look as Though Chopped Off. JOHNSTOWN, Pa., May 13.—There is a remarkable scene in the little town of Nantux, in the mountains of the Alleghenies. Yesterday afternoon a cyclone struck a large barn belonging to Patrick Riley and scores of people who were watching the progress of the storm saw the barn carried over the residence of Mr. Riley. The house was not touched, but a chimney was knocked off. The barn was carried several hundred yards and now lies in a wrecked heap.

Another remarkable circumstance is that the bed of the creek that flows by the barn is now a solid bank of sand. The cyclone carried a bank of sand and carried a great mass of it down into the stream, completely wiping it out for two or three hundred feet near Mr. Riley's residence.

Many trees also were destroyed, hundreds of them lying about, looking as if they had been chopped off. Scores of people are crowding into Nantux to see the strange sight.

POST OFFICE IN NEWBURY WAY. Contractor Notified to Keep Out Until Washed. NEWBURY, N. H., May 13.—The Newbury Postmaster, Van Cotte, yesterday notified Chief Engineer W. B. Parsons of the Rapid Transit Commission that the contractors who are constructing the City Hall Park loop of the subway will not be allowed to cross the Newbury road at the corner of Main street and Park row until the permission of the Secretary of the Treasury has been obtained.

Engineer Parsons notified the Postmaster a few days ago to remove stores from the corner because it would be an obstacle to the construction of the loop. The Postmaster had that first intimation the permission of the Secretary of the Treasury was not obtained.

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ARRESTED ON \$11,190 CHECK.

THEODORE S. BARON BADLY TWISTED IN WALL STREET LAST WEEK.

Gave the Check to His Brokers, J. M. Leopold & Co., to Square His Account—Says They Were to Give Him Time on It and Didn't. No Money to Meet It—Uncle Gave \$12,000 Bail to Secure His Release.

A check for \$11,190 on the First National Bank of Williamsburgh, drawn on Tuesday of last week, it is said, by Theodore S. Baron, formerly a member of Baron, Straus & Co., knit goods manufacturers, on demand of his stock brokers, J. M. Leopold & Co., 7 Wall street, to make his account good, came back from the bank marked N. G., and yesterday on complaint of Alfred Leopold, Baron was arrested on a charge of grand larceny.

Capt. Titus of the Detective Bureau was unusually reticent about the case. According to the meager statement made last night at Police Headquarters, Baron was arrested by Detectives Tinker and Kieran at his factory in Penn avenue, Brooklyn, and taken to Police Headquarters, Manhattan.

Soon after his arrival there he was taken down to the Supreme Court, where Justice Blanchard was sitting, and was released under \$12,000 bail. The bond was furnished by the prisoner's uncle, Samuel Baron, of 61 East Twenty-fifth street, the senior partner of the firm. Samuel Baron told reporters that the check was good and that the difficulty arose over a transaction in stocks. Further he would say nothing.

Theodore S. Baron talked freely. He was propped up on pillows last night at his home on the third floor of 54 Bedford avenue, Brooklyn. He said he felt very sick, and he wanted to know first what the reporter knew. Then he said:

"A man came to me at 5:30 o'clock this afternoon at my factory and began asking me questions about stock transactions. He didn't say who he was. Finally he said, 'You come to headquarters. You are under arrest.' He didn't show any warrant or any badge. He said I was wanted for 'laying down' a check on Leopold & Co. for \$11,190."

"I telephoned to my counsel Mr. Einstein, and told him to meet me at headquarters. Mr. Einstein got Justice Blanchard and I went down to the Supreme Court to appear before Magistrate Brann to be arraigned."

"I am not now a member of the firm of Baron, Straus & Co., but an merely an employee. I have been employed in stocks in Wall Street seven years through Leopold & Co."

"I got twisted in the whirl last week and lost a great amount of money. Leopold & Co. sent me word on Tuesday to come over. I did, and they said I owed them \$11,190 and asked me to write out a check on my bank, the First National of Williamsburgh. I told them I would do so if they gave me a few days grace on the check. They said I should, but instead they deposited the check the next day."

"I had an account at the bank, but it wasn't big enough to cover the amount of the check. I expected the firm, Baron, Straus & Co., to make good, but they didn't, and the check has not been paid yet."

James M. Leopold & Co. are a Stock Exchange firm. I have been exchanging member."

He is out of town. Alfred Leopold left word at his house last night that he would remain at his office, 7 Wall street, all night. While Mr. Leopold's clerks were all engaged in catching up with their work, which has fallen much behind, Mr. Leopold himself left his office at about 10 o'clock and went to some hotel.

WOMEN IN RENOVATED CAR. Just Set There Till a Broadway Cab Came to the Rescue—Pedestrian Ran Over. The Misses Florence and Jessie Carlisle, accompanied by their twelve-year-old niece, Margaret Moll, had an exciting time at noon yesterday in getting to their home at 159 West Forty-fifth street in a Pennsylvania Railroad car.

The two young women and their niece had been out of town and at the Twenty-third street ferry they hired the cab to take them home. The driver, Ernest Elliott, had a spirited horse, and going north on Broadway a Fourth street car, the animal, however, crossed by a passing automobile, and Elliott lost control of the car.

Patrick Fitzgerald of 225 West Fifty-third street was crossing the street when the runaway was well under way. He was knocked down and the cab wheels passed over his left leg, fracturing it a few feet further on. The cab swerved and Elliott was dumped into the roadway. The occupants of the cab witnessed these two mishaps, but they kept cool, and it was their calmness that probably saved them from injury.

The frightened horse didn't decrease his speed after losing his driver, and when he reached Forty-fifth street he was going at top speed. Policeman John Barnes of the Broadway squad was on the crossing and he grabbed the runaway's bridle as the least passed. Barnes hung on. He was dragged for a few feet, but he held on, and the pedestrians who witnessed the incident cheered him.

The Misses Carlisle and their niece were assisted out of the cab, and while several men took charge of the runaway Barnes called an ambulance for the injured driver. The car was run off the street and the driver, Elliott, was bruised, but required no medical attendance. The Misses Carlisle walked the rest of the way home.

SEND BEAUX HOME EARLY. Priest's Advice to Fathers of Marriageable Girls Stirs a Jersey City Church. The Redeemerist Fathers have just closed a week's mission at St. Michael's Church in Jersey City. And it has made a bigger impression there than any mission has in years.

At several of the services nearly 2,000 men and youths have joined in prayer with the priests and have listened to the fathers' exhortations.

These exhortations have been the featured part of the mission. They have been talks upon practical, homey affairs. Father Mul